

OFFICIAL ORGAN NEBRASKA STOCK GROWERS ASSOCIATION. REACHES EVERY MEMBER
OFFICIAL ORGAN NEBRASKA VOLUNTEER FIREMEN'S ASSOCIATION. IT REACHES EVERY DEPARTMENT. HEADQUARTERS FOR 15,000 VOLUNTEER FIREMEN

VOLUME XXI

ALLIANCE, BOX BUTTE COUNTY, NEBRASKA, THURSDAY, AUGUST 6, 1914

NUMBER 35

DIVIDED CITY CURB DISTRICTS

Another Step Taken in Beautifying Alliance When City Council Gives Right to Curbs

The city dads gave Alliance another forward boost at their regular monthly meeting Tuesday evening when they passed an ordinance giving the property owners of Alliance the right to install curbing around their property on grade established by the city, on petitions signed by three-fifths of the resident property owners in any district. This ordinance is printed elsewhere in The Herald.

The following bills were allowed and warrants ordered drawn on the city treasurer:

T. J. Beal, crossings	\$82.80
C. W. Jeffers, salary	85.00
J. F. Coyle, boarding prisoners	15.00
Neb. Telephone Co., phone	.60
W. R. Metz, salary	20.83
L. A. Twilegar, police	7.00
Verne B. Musser, supplies	7.25
Fred Helling, labor	58.00
Alliance Fire Dept., insurance taxes	160.00
O. A. Gramun, labor	61.65
F. L. Merritt, teamster	90.00
M. H. Bellwood, city physician	10.00
John Carlson, salary	75.00
E. P. Large, salary	75.00
Rowan & Wright, coal	4.25
John Ackerson, labor	5.00
A. D. Rodgers, salary	16.67
M. Nussbaum, labor	35.00
C. B. & Q. R. R., freight	500.00
Geo. Simpson, labor	4.69
Klopp & Bartlett, supplies	7.00
John Brumley, labor	25.00
Archie Gregory, salary	25.00
Geo. E. Snyder, salary	3.50
E. Ackerson, labor	5.40
C. W. Jeffers, stars	5.40
Midland Chemical Co., disinfectant	25.00
John R. Snyder, hauling hose	4.00
E. L. Merritt, labor	20.00
F. E. Holsten, supplies	2.25
John Lawrence, labor	8.50
Times, printing	14.25
Alliance Band, concerts	25.00
Commercial Club, cans	3.80
H. S. Owen, hauling hose	4.00
Newberry's, supplies	98.50
J. R. Snyder, freight	2.25
V. B. Musser, repairs	1.00
Stephen Jackson, dog tags	15.50
Stephen Jackson, janitor	2.00
Herald, printing	6.40
J. G. Wallace, hauling hose	2.00
I. Dempsey, labor	24.00
Chas. Younkin, labor	41.00
D. Dorgan, labor	2.50
Fred Helling, labor	10.05
E. M. Burns, taking census	100.00
P. E. Romig, expenses on trip	42.50
Chas. Stafford, labor	6.60
C. O'Brien, labor	31.00
Dal Dorgan, labor	6.25
H. R. Morrison, meter refund	5.00
C. W. Richardson, refund	5.00
J. B. Lucas, meter refund	5.00
E. J. Joder, meter refund	5.00
Mrs. J. N. Nation, meter refund	5.00
A. A. Wells, meter refund	5.00
Wapps & Peterson, refund	5.00
Adams Express, express	.83
I. A. Cross, labor	2.00
Bureka Fire Hose Co., supplies	28.00
Fred Helling, labor	4.85
Fred Helling, labor	2.47
Fred Helling, labor	5.09
Daniel Dunn, meter refund	5.00
J. H. Herman, meter refund	5.00
W. S. Kewer, meter refund	103.80
Korsmeyer Co., supplies	2.50
W. H. Telegraph, telegraph	212.78
Light Dept., street lights	73.80
Light Dept., pumping sewer	573.40
Light Dept., pumping water	34
Adams Express, express	30.00
J. H. Vaughan & Son, oil	11.75
M. A. Jeffers, labor	2.75
J. R. Snyder, dray	13.00
Newberry's, supplies	80.54
Frank Ryckman, salary	45.58
Mountain Electric Co., supplies	28.00
Nebraska Telephone Co., poles	49.34
Aeme Coal Co., coal	80.54
M. T. Prichard, salary	4.25
E. F. Thiele, supplies	80.43
Mine & Smelter Supply Co., supplies	114.00
Guthrie & Guthrie, insurance	100.50
C. B. Carr, salary	6.42
Gen. Electric Co., supplies	1.00
Standard Electric Works, supplies	4.01
Mount. Elec. Works, supplies	150.00
J. E. Hughes, salary	63.20
Ing. Dempsey, salary	85.00
Grace H. Kennedy, salary	5.00
Neb. Tel. Co., phone	9.65
Illinois Elec. Co., supplies	4.94
Midwest Elec. Co., supplies	50.00
Merritt L. Chaffee, salary	29.25
F. E. Reddish, insurance	

RETAILERS MEET THURSDAY NIGHT

Special Meeting of Alliance Merchants to Be Held at City Hall Tonight to Plan Meeting

President A. D. Rodgers of the Retailer's Association has called a special meeting of the merchants of Alliance to be held tonight at the city hall for the purpose of arranging plans to entertain the district meeting which will be held here August 11 and 12. Every member should attend and help plan to entertain the visitors.

W 60 ft 16	24	29	22.50
W 60 ft 3	25	29	15.00
W 60 ft 6	25	29	15.00
W 60 ft 10	25	29	15.00
W 60 ft 11	25	29	15.00
W 60 ft 2	26	29	15.00
W 30 ft 9	26	29	7.50
W 30 ft 7	28	32	7.55

Ninety-two Rattlers Killed in One Bunch Nine Miles Northeast of Alliance on Sunday

John R. Lawrence, who has lived in Box Butte county for twenty-six years, is authority for the statement that his brother Dan and son, Robert, killed ninety-two rattlers on Sunday, July 26, at a point one-half mile west of Fairview church and nine miles northeast of Alliance.

The men noticed a large rattler enter a hole in the ground. They procured a spade and started to dig it out when they found the nest of snakes. For a time they were almost forced to run for a safe place but they secured clubs and when the battle was over counted ninety-two dead snakes. The snakes averaged in age from one year to twelve, practically all of them being old ones.

The ordinance printed in this issue of The Herald creating the tax levy for the present year was passed. Last year the levy was thirty-three mills. This year it was cut to twenty-nine mills.

The report of G. M. Burns on the census was presented, showing a total population of 5,110 in the city. The report was accepted and made the official census of the city.

The question of filing complaints against owners of property with conditions dangerous to health was discussed and the health board ordered to file complaints wherever necessary.

The question of wooden walks in a dangerous condition in different sections of the city was discussed and referred to the street and alley committee.

The police station is to be remodeled. W. V. Beal was awarded the job at a cost of \$56, in accordance with plans prepared by city attorney W. R. Metz.

KILLED RATTLEERS BY THE DOZENS

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MAUPIN WRITES OF WESTERN NEBR.

Editor of Midwest Magazine Took Trip Through This Section of Nebraska in June

Will M. Maupin, candidate for the democratic nomination for state railway commissioner and editor of Midwest Magazine, tells in the July-August number of that magazine of a trip made the last week in June through this end of the state. The article says in part:

A little trip of two thousand miles, every mile of it in Nebraska, is not only some trip, but it is one that will fill any Nebraskan's heart with pride. That is the trip the writer took the last week in June, starting from Nebraska City, running through to Crawford, oak to Alliance, down to Bridgeport, over to Scottsbluff, back to North Platte, thence to Omaha, then back home to Lincoln. This is not two thousand miles, however, so I'll have to count in about 300 miles covered by automobile, a mile across the abominably rough wagon bridge, a mile or more in length, at Bridgeport, and about six or seven miles of street car riding.

Riding from Lincoln to Crawford one passes through as rich and fertile an expanse of territory as can be found anywhere in the Temperate zone. It is a territory teeming with productivity and cultivated by a people as energetic as they are thrifty, and as enterprising as they are energetic. They have conquered a desert and brought it to the highest state of cultivation. They have builded handsome and thriving cities, erected magnificent schoolhouses, and supplied themselves with every possible creature comfort. Seward, York, Aurora, Grand Island, Broken Bow, Theford, Hyannis, Alliance, Crawford—all prosperous and growing. I wish I could relate some facts about each one of them, facts I have in mind, but which time and space forbid me to mention. But I must make a remark or two about Broken Bow and Custer county. Broken Bow, the county seat of Custer, has about 2,500 inhabitants and is the largest town in the county, and Custer is the second largest county in the state. That isn't the only distinction that Custer claims. Without a "third city" Custer county is the third largest in the state in point of population, being excelled only by

Douglas and Lancaster. It is a veritable empire within itself.

Alliance is a junction and division point of the Burlington, and is one of the prairie little cities in the west. With the exception of the Burlington station at Omaha, the Burlington station at Alliance is the handsomest railroad station in Nebraska, and would be a credit to any city. Alliance has about 5,000 inhabitants, and it was my good pleasure to meet a large proportion of them. And every man I met was eager to talk about Alliance, about her Commercial Club activities, about her growth and prosperity and prospects. A handsome stone and concrete court house is being erected at Alliance, and soon the old frame court house will be no more. That old frame court house has a bit of history. It was erected in Hemingford, and when the county seat was moved to Alliance the tax-payers just jacked up the building, loaded it on a flat car and hauled it by rail to Alliance. And it is a two-story structure about 50x60 feet in size. I believe every Alliance home has a photograph of that old court house on wheels.

Crawford is about convinced that the removal of the troops did not spell everlasting ruin. Fort Robinson ever to be the chief asset of Crawford. But Crawford minus the army post is a far better Crawford than we saw in the old soldier days. They are raising a lot of crops in Dawes and Sioux counties these days. Alfalfa and wheat and potatoes are grown largely and with gratifying success, and the country is no longer wholly dependent upon cattle raising, although that industry is, and probably always will be, the chief one of that section.

Now we hasten over to Scottsbluff, in the county of the same name. Here is a western Nebraska city that is breaking records every day. Seven years ago there was one brick business building in the town. Today the main street for three blocks on both sides is built up with handsome two and three story brick and stone buildings, and the mercantile establishments therein would be creditable to cities many times larger than Scottsbluff. Here is located the great sugar factory that has done and is doing so much for the prosperity of the North Platte valley. There are nearly 4,000 people in Scottsbluff, and every one is a booster. During the year 1913 Scottsbluff was the fourth largest station on the Burlington system in Nebraska in point of freight receipts and the largest single road station in the entire state in point of freight receipts. When I learned of these facts I could understand why the people of Scottsbluff insist that they are entitled to a real depot building instead of the present shack. I promised them to give the matter my

attention in case things political go as I hope they will.

Bridgeport is the county seat of the new county of Morrill, and every one of the 1,200 men and women therein can show you just why it is simply impossible for Bridgeport to escape being a division point on the Burlington when that road builds from there to Kearney, thus connecting up the Wyoming lines with the Nebraska lines. It is already a junction point, the Guernsey line connecting there with the line from Alliance south and thence to Denver. A peculiar situation exists in Bridgeport. The city is "wet," having three saloons, but they are side by side in the same building and are compelled to remain there or forfeit license.

Between Bridgeport and Scottsbluff are the thriving little cities of Bayard and Minatare, and from the railroad one can see those natural curiosities, Chimney Rock and Castle Rock. Chimney Rock on a clear day may be seen for more than thirty miles.

I have told you before about the wonderful North Platte valley. To my mind it is destined to become the most productive portion of Nebraska, acre for acre. From North Platte to Morrill, a distance of almost 200 miles, the valley is from five to twenty miles wide, and nine-tenths of the acreage is susceptible of irrigation. Already more than 250,000 acres of it are irrigated, and an immense acreage is being added each year. The great Pathfinder irrigation project, the one created by the government, is the chief irrigation enterprise of this section. The Pathfinder reservoir is located in Wyoming, but the land irrigated therefrom is practically all in Nebraska. It is difficult to realize the immensity of this reservoir. Some idea of its size may be gained, however, by this illustration. The reservoir, when filled to capacity, holds enough water to make a lake twenty miles wide, one hundred miles long and two feet deep. Oakesh, the county seat of Garden county, is the largest town on the Union Pacific line between Northport and North Platte, and is one of the coming cities of western Nebraska. This North Platte valley is the habitat of the sugar beet, and today hundreds of people are employed in cultivating the more than 20,000 acres of sugar beets. But sugar beet culture is not the only industry in the North Platte valley. It is a wonderful wheat and alfalfa country. Nor is it less wonderful when it comes to the matter of producing oats and potatoes. Yields of from 200 to 350 bushels of potatoes to the acre under irrigation are too common to excite special comment—and they are the finest "spuds" ever put upon the table.

Sugar beet raising is the largest single industry in the North Platte valley, with the possible exception of alfalfa and hay. Just now there is some fear of the future of the sugar industry owing to the changed tariff conditions. There is no dodging the fact that putting sugar on the free list dealt a severe blow to the farmers of the North Platte valley, and they are not slow to express themselves on the question. It is not a political question with them—it is a very severe fact that confronts them, not a theory.

North Platte used to be famous because it is the home of Buffalo Bill. The Cody ranch, "Scouts' Rest," was for years a noted place. Buffalo Bill Cody still makes his home at North Platte, but the old ranch has been pretty well cut up into city lots and sold. Now North Platte is making a new and better reputation—a reputation as a growing, thriving city. It is a division on the Union Pacific and the home of many railroad men. A payroll of something like \$90,000 a month means a lot to a city, and North Platte is reaping the benefit. If North Platte needs any one thing more than another it is a modern hotel. Incidentally a depot in keeping with the importance of the city would not be amiss. The state maintains an experimental farm about three miles south of the city, and it is always well worth a visit. The benefits of this station are already discerned by one who has been familiar with western Nebraska conditions during the last quarter of a century.

As one travels eastward from North Platte the country becomes more thickly settled, the towns grow larger and the cultivated area grows greater. Gothenberg and Lexington are surrounded by vast irrigated sections. Indeed, the country around these two thriving cities was about the first to experience the benefits of irrigation in Nebraska. I never think of earney without bewailing the fact that Nebraska has for years been neglecting the development of her magnificent water powers. The earney canal project is an example of what may be accomplished along the lines of water power development in this state. I can remember the time when the earney canal was developing a power that operated six or eight miles of electric railway, turned the rolls in a huge flouring mill, thirty thousand spindles in a cotton mill, printing presses and lathes without number, and lighted the residences and streets of the city. And in addition to all this it irrigated many acres of land. And what the earney canal has done it can do again, and some day it will be doing it. And the same thing can be done, and will be done, in scores of Nebraska towns and cities. We Nebraskans will grow wise to our opportunities some of these days, and the sooner the better.

WEDDING AT PARSONAGE

Miss Inez T. Brandt and Mr. Guy M. Martin United in Matrimony by Rev. W. L. Torrence

At high noon, July 28, occurred the simple and impressive ceremony that united Miss Inez T. Brandt and Mr. Guy Martin in the bonds of holy matrimony at the United Presbyterian parsonage by the Rev. W. L. Torrence. Only a few intimate friends were present at the wedding.

The bride is a daughter of Mr. and Mrs. H. H. Brandt. She has grown to womanhood here, is an accomplished musician, has taught music successfully for three years in Alliance.

The groom is the son of Mr. and Mrs. E. M. Martin and is a young man of excellent habits. They are visiting for a few days at the ranch of the bride's brother near Lake-side.

Wm. King returned Sunday night from Hot Springs, where he went on Tuesday of last week.

Mrs. J. A. Wolvetron entertained the G. I. A. ladies at a Kensington last Thursday afternoon.

Mrs. Hargrove and Delta Large, of Alberta, Canada, are here visiting at the home of A. J. Ward. They have not been in the States before for thirteen years. They expect to go to St. Paul on their return home, St. Paul being their old home.

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RAILROADS APPEAL TO SHIPPERS FOR QUICK HANDLING OF FREIGHT CARS

THE ASSOCIATION OF WESTERN RAILWAYS Chicago, July 15th, 1914.

To Shippers and Receivers of Freight, Industrial Traffic Managers and Commercial Organizations:

Two years ago in anticipation of the large tonnage which the railroads would be required to move as a result of the heavy crops of that year, this Association appealed to the shippers and receivers of freight for co-operation in obtaining the maximum use of freight equipment. The results of that appeal, and the interest manifested by the shippers throughout the country, were very gratifying.

The present prospect of exceptionally heavy crops, as evidenced by the tables attached hereto, warrants an appeal of the same nature at this time.

In spite of the fact that a great surplus of cars has existed for some time, the surplus of box cars is not so great as to warrant any feeling of security, and unless the co-operation suggested below can be had, the prospects are for a difficulty in moving these crops which may affect disadvantageously the interests of the shippers and receivers alike.

The railroads are making every effort which their resources will permit to put cars in condition for service and in other directions to prepare themselves to handle the traffic with promptness.

Shippers and receivers, commercial organizations and others having to do with the commerce of the country are earnestly urged to lend their efforts and influence in every way possible to bring about the most economical use of equipment, and the following suggestions are made for which the widest publicity is solicited:

First: Move all the coal, cement and other supplies that you can before the heavy crop movement starts.

Second: Load and unload all cars as quickly as possible. (If, without additional cost, the use of greater force will get the load ready for movement or the car released more quickly, do it.)

Third: Load all cars to the full capacity. (A leeway of 10 per cent above the marked capacity is permitted before reduction of load is required. All cars should so far as possible be loaded to a weight between the marked capacity and 10 per cent above.)

Fourth: Anticipate the disposition of freight before its arrival. (Orders for cars should state the number required for that day's loading, the kind of cars, the final destination of the shipment, and the routing by which it will move.)

Fifth: Reduce to the minimum the practice of billing cars to intermediate points to be held for reassignment. (Tables Nos. 1, 2 and 3, appended hereto, are made up from the Government report of July 8, 1914, and are here printed for ready reference as an indication of the probable demand upon the carriers for equipment during the coming season. The greatly increased crops here indicated cannot be reflected in the movement of other freight, or fall to impress upon the minds of everyone interested in the subject the necessity for the most hearty co-operation on the part of all if a serious car shortage and its accompanying damage to all lines of trade is to be avoided.)

Table No. 4, also appended, gives information as to the general situation with respect to cars available for use in 1914, and shows by comparison the same situation for the years 1907 to 1914. It will be noted that these figures indicate an increase in the number of available cars in the western territory, as well as in the whole country, and taking into consideration the increase in the average capacity of all freight cars, the improvement is substantial.

Year	CONDITION			ACREAGE			ESTIMATED TOTAL YIELD			ACTUAL YIELD		
	Win	Spr	Winter	Spring	Total	Winter	Spring	Total	Winter	Spring	Total	
1907	78.3	87.2	28,132,000	17,079,000	45,211,000	409,442,000	224,645,000	634,087,000	437,908,000	226,694,000	664,602,000	
1908	80.6	89.4	30,349,000	17,208,000	47,557,000	417,781,000	265,669,000	683,450,000	417,781,000	265,669,000	683,450,000	
1909	82.4	92.7	27,017,000	17,243,000	44,260,000	434,142,000	200,979,000	635,121,000	434,142,000	200,979,000	635,121,000	
1910	81.5	61.6	27,329,000	17,352,000	44,681,000	430,000,000	191,000,000	621,000,000	430,656,000	190,682,000	621,338,000	
1911	76.8	73.8	29,162,000	20,381,000	49,543,000	358,000,000	271,000,000	629,000,000	399,919,000	330,348,000	730,267,000	
1912	73.3	89.3	26,571,000	19,243,000	45,814,000	483,000,000	218,000,000	701,000,000	523,561,000	239,819,000	763,380,000	
1913	81.6	73.8	31,699,000	18,485,000	50,184,000	655,000,000	275,000,000	930,000,000				
1914	94.1	92.1	35,387,000	17,990,000	53,377,000							

Year	CONDITION			ACREAGE			ESTIMATED YIELD			ACTUAL YIELD		
	1912	1913	1914	1912	1913	1914	1912	1913	1914	1912	1913	1914
OATS	89.2	76.3	84.5	38,399,000	38,383,000	38,383,000	1,139,000,000	1,031,000,000	1,201,000,000	1,418,337,000	1,121,768,000	1,212,768,000
CORN	81.5	86.9	85.8	107,083,000	105,820,000	105,067,000	2,811,000,000	2,971,000,000	2,868,000,000	3,124,746,000	2,446,988,000	2,446,988,000
BARLEY	88.3	76.6	82.6	7,530,000	7,4							